

485 elevation of 9700 feet above the sea, it is indeed useful, and it is
361 often well filled.

The remaining sarīs, and these are on the Kashmir side, are at Dubchi, at Hirpūr (a much ruined one, of good size), at Shāhjumarg, 6 miles beyond Shapeyan (as mentioned in Dr. Ince's 'Handbook to Kashmir,' I have not myself seen it), and lastly at Kahn-pūr, 12 miles short of Srinagar.

The positions of the sarīs were well selected; they were well spaced; nearly every one of them was placed where to this day are the common halting-places for travellers.

Returning from this excursion on the line of the Kashmir road, we will just look at a few more places in the Outer Hills.

361
[346] At the village of Samāni is an old temple, much ruined, but still showing traces of fluted columns and trefoil arches; it is of much the same architecture as the temples of Babor. At the time it was built the people of these parts were doubtless still Hindū; perhaps, indeed, it dates from a time earlier than the beginning even of Muhammadanism.

439] Mirpūr is a good large town; it must be the next after Jummoo in size among those in the Outer Hills; it is on a plateau much cut into by ravines. The place is a flourishing one, from, I think, its being a centre, or a place of agency, for an export trade in wheat that is carried on by the Jhelam River from these hills to the places in its lower course. Some spacious houses belonging to Khātris must have been built from the profits of this trade.

636
175 Pūnch is a place of more than common importance. It is the seat of Raja Moti Singh, who, under the Maharaja his cousin, holds a considerable tract of country in fief.

In the time of the Sikh rule in the Panjāb, when the Dogrā brothers divided among them the hill region, and held it tributary to the Sikhs, Pūnch was the share of Raja Dhiyān Singh. After his death, Jawāhir Singh, his son, held it; but his position was not recognized as independent of Jummoo in the treaties of 1846; hence he became a vassal of his uncle Maharaja Gulāb Singh. Later, some differences and disturbances occurred, which ended in Raja Jawāhir Singh having to leave the country, and Raja Moti

TABLE V.

VALUE OF THE IMPORTS AND EXPORTS OF THE DIFFERENT PARTS OF THE TERRITORIES IN THE YEAR 1873.

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The value is given in pounds sterling, rupees in the original having been converted at the rate of 10 per pound sterling.

	SUBJECT TO DUTY.			FREE OF DUTY.			TOTAL.			COMPARED WITH LAST YEAR.	
	Imports.	Exports.	Total.	Imports.	Exports.	Total.	Imports.	Exports.	Total.	Increase.	Decrease.
Jummoo } Districts }	283,497	154,085	437,582	75,370	..	75,370	357,967	154,085	512,552	9,952	..
Kashmir }	86,762	172,125	258,887	124,471	..	124,471	210,233	172,125	382,358	..	94,568
Punch ..	33,700	13,660	47,360	..	..	..	33,700	13,660	47,360	{ Not entered last year.	
Ladakh ..	..	..	..	26,188	22,497	48,685	26,188	22,497	48,685		
Total..	401,958	340,470	742,428	226,030	22,497	248,527	606,988	422,967	1,119,957	88,710	94,568

Grand total of value of Imports and Exports for this
year, 1873 £1,119,957
Decrease as compared with last year 5,877

The decrease under the head of Kashmir is due to a falling off in the shawl trade to the extent of 40,000*l.* in shawls exported, and about an equal deficiency in cash, which would have been imported to pay for them.

N.B.—Goods that have once been entered in the imports are not, on going to another division of the territories, again entered either as exports or imports. An exception, however, occurs for Ladakh, where the same article is counted both in the exports and imports of that country.

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PHYSICAL ASPECTS

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bank through the fertile oasis of Khalsi, then through the usual desert with an occasional patch of vegetation to Leh (11,500 feet), the capital of Western Tibet and of Western Buddhism, and the trade terminus for caravans from India and from Central Asia. It is a long and difficult road from Leh to Yärkand, 482 miles, over the Khardung La, the Sasser La, and the Karakoram pass of between 17,000 and 19,000 feet altitude, where the useful yak (*Bos grunniens*) relieves the ponies of their loads when fresh snow has fallen, or serves unladen to consolidate a path for the ponies.

A brief description may be given of one more of the many routes that follow the rivers and climb the mountains—the route from Leh through Baltistān to Astor on the Gilgit road. At Khalsi, where the Srinagar-Leh road crosses the Indus, the track keeps to the right bank of the Indus, and passing down the deep gorge of the river comes to a point where the stupendous cliffs and the roaring torrent prevent farther progress. There the traveller strikes away from the Indus and ascends the mountains to the Chorbat pass (16,700 feet), covered with snow even in July. From the pass, across the valley of the Shyok river, the great Karakoram range, some 50 miles away, comes into view. An abrupt descent carries the traveller from winter into hot summer; and by a difficult track which in places is carried along the face of the cliff by frail scaffolding (*pari*), following the course of the Shyok river, smoothly flowing between white sands of granite, and passing many pleasant oases, one comes to the grateful garden of Khapallu, a paradise to the simple Baltis. Crossing the united waters of the Shyok and the Indus on a small skin raft, the traveller arrives at Skärdu (7,250 feet), the old capital of Baltistān. Here the mountains on either side of the Indus recede, and the sandy basin, about 5 miles in breadth, is partially irrigated by water from the pretty mountain lake of Satpura and carefully cultivated. Looking across the Indus to the north, the Shigar valley, the garden of Baltistān, with its wealth of fruit trees is seen. There the cultivator adds to his resources by washing gold from the sands of the river. From Skärdu the direct route to Gilgit follows the Indus, which is crossed at Rondu by a rope bridge so long as to be most trying to the nerves, but a fair-weather track over the Banak pass lands the traveller on the Gilgit road at Astor.

It is difficult to give a general idea of a country so diversified as Kashmir and Jammu. As will be seen in the section on history, a strange destiny has brought people of distinct races,

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COMMERCE AND TRADE

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Woodcarving is practised at many places, and that turned out at Bijbihara is especially noted. The work is artistic, but suffers from the fact that the Kashmiri is a bad carpenter. Lacquered wood-work is produced at Kulgam. Woollen cloth (pattu) is woven all over the State, the best work being produced in the north, while the finished product of the south is especially famous. Blankets are made in many places, and sometimes fetch Rs. 25 a piece. The blacksmiths are very skilful, and some have been able to make surgical instruments and repair gun-locks. The city of Srinagar is noted for its silver, copper, wood-carving, and lacquer. The shawl and paper industries are almost extinct, but many of the shawl-workers have become expert weavers of carpets or have taken to embroidering felts. Good embroidery is also turned out at Islamabad. An industry started very recently, in connexion with the development of sericulture, is the weaving of silk cloth. In 1906 about 100 looms of improved pattern were imported and set up.

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Commerce and trade. Up to quite recent times Kashmir was almost a self-supporting country, and the chief imports--piece-goods, metals, salt, sugar, tea, and tobacco--were of modest dimensions. Before the opening of the cart-road from Rawalpindi to Baramula in 1890, the trade was carried by Kashmiris who went down every winter to work in the Punjab, and brought back domestic requisites, or by the professional muleteers, or by Punjabi bullock-drivers. There were three trade routes. The most direct crossed the Banihal pass and ran to Jammu, the railway terminus; the most popular route followed the old imperial road over the Pir Panjal, reaching the railway at Gujrat; and the third was known as the Jhelum valley road, which is now the cart-road and the main line of communication with the Punjab.

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In 1892-3 the total imports from India were valued at 48.7 lakhs. In 1902-3 the imports reached 118 lakhs, but the trade of that and later years was greatly impaired by the prevalence of plague in the Punjab. In 1904-5 the total value was 115 lakhs. The table on the next page shows the value of the more important imports in the years chosen for comparison.

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There can be little doubt that Kashmir has increased enormously in prosperity of late years. The land revenue settlement has turned the agricultural classes from serfs into well-to-do peasants, and their wealth is reflected in their increased purchases. The increase in the import of salt is especially satisfactory, as in 1892 it was shown that the annual average of consumption in Kashmir was exactly half of that prevailing in the Punjab.

	1892-3.	1902-3.	1904-5.
	Rs.	Rs.	Rs.
Piece-goods:—			
European	76,688	34,72,934	35,92,556
Indian	21,572	9,60,185	7,86,485
Metals:—			
Brass and copper	1,33,143	1,42,410	99,888
Iron	1,31,270	4,92,020	1,19,567
Salt	4,83,293	8,69,761	9,32,601
Sugar:—			
Refined	4,82,584	9,21,872	8,28,675
Unrefined	1,15,433	2,47,686	3,43,761
Tea:—			
Indian	1,73,730	3,57,638	5,22,871
Foreign	2,030	1,360	3,615
Tobacco	1,01,253	2,32,302	3,91,960
Petroleum	56,112	81,795	1,84,164

In 1892-3 the total exports were valued at 53.3 lakhs. In 1902-3 the value reached 99.6 lakhs, and in 1904-5, 192 lakhs.

The following table shows the value of the more important exports in the years selected:—

	1892-3.	1902-3.	1904-5.
	Rs.	Rs.	Rs.
Drugs, not intoxicating	1,60,625	5,06,192	5,78,425
Dyes	2,74,826	95,533	48,023
Fruits	2,38,683	4,58,702	7,48,883
Hides	1,86,594	2,97,617	7,98,160
Skins	1,39,386	3,43,350	5,63,065
Gai	16,50,172	20,05,849	30,02,974
Linseed	1,335	6,55,674	73,952
Wool:—			
Manufactured piece-goods	5,91,439	7,51,365	10,75,047
Shawls	2,19,275	35,600	1,000

The value of fruits exported is increasing steadily, and would expand further with more rapid communications. *Gai* also is a very important export. Perhaps one of the most remarkable increases is that in linseed, which possessed very little value before the opening of the cart-road. The trade in shawls was practically dead before 1892-3. An important new staple not included in the list must be noticed. Raw silk produced in the Kashmir Valley has been exported in rapidly increasing quantities and values, and there are indications that it will become one of the most important products of the country. The value increased from Rs. 7,000 in 1897-8 to 13.6 lakhs in 1902-3 and nearly 21 lakhs in 1904-5.

Through
trade.

Another item of some importance is the trade which passes through Kashmir between India, Chinese Turkistān, and

MEANS OF COMMUNICATION

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Tibet via Leh. In 1904-5 the total value of this trade was 61.2 lakhs. It is subject to considerable fluctuations owing to great physical difficulties, the keen rivalry of Russia, and the passive obstruction of Tibet. During the ten years ending 1901 the average value was 44.3 lakhs, the maximum being 62.2 lakhs in 1895-6, and the minimum 30.1 lakhs in 1891-2. The imports from Central Asia into Ladākh amounted to 17.8 lakhs. Of this, about 14 lakhs came from Chinese Turkistān and the balance from Tibet. Goods to the value of 11.3 lakhs found their way to the Punjab via Kashmir, others going via Kulū. The chief articles were raw silk (5.9 lakhs), Russian gold coins (4.3 lakhs), raw wool (3 lakhs), and *charas* (2.2 lakhs). The exports from Ladākh to Central Asia amounted to 11.4 lakhs. Of this, goods to the value of 10 lakhs went to Chinese Turkistān and the remainder to Tibet. The more important articles of export were: European cotton piece-goods (3.4 lakhs); coral (1.2 lakhs); silk goods, European (1.8 lakhs), Indian (Rs. 54,000). The value of trade passing from India to Ladākh was 14.3 lakhs.

The nature of the country renders communications difficult. In the valley proper the Jhelum forms a great waterway, but other rivers are not navigable. Throughout the greater part of the State the roads are chiefly fair-weather tracks and are not used for wheeled traffic. A cart-road has, however, been constructed from Srinagar, through Bāramūla and down the Jhelum valley to Abbottābād in the North-West Frontier Province and to Murree in the Punjab, while another cart-road is being constructed from Srinagar to Udhampur. The principal roads within the State lead from Srinagar to Islāmābād and Jammu over the Banihāl pass (9,200 feet); to Shupiyan, Bhimbar, and Gujrāt in the Punjab over the Pīr Panjāl (11,400); to Gandarbal and Ladākh over the Zoji La (11,300); and to Gilgit over the Rājdiangan (11,700), and Burzil (13,500), or Kamri (13,100). Much has been done in recent years to improve these routes, and a number of smaller roads, such as that from Srinagar to Gulmarg, which is practicable for tongas. A road cess amounting to 2½ per cent. on the revenue has been imposed, in place of the forced labour which used to be exacted. The Jhelum is crossed by a number of wooden bridges on the cantilever principle at Srinagar, and over the hill torrents swing frail suspension bridges consisting of cables made of plaited twigs or buffalo hide. The latter sometimes reach a span of 300 feet, and are renewed every three years, if they have not been carried away meanwhile by floods.

Means of
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State school badly housed, and a dispensary in a building wholly unsuited to the purpose. The town has a neglected appearance. The streets are badly laid, dirty, and undrained, and there are no attempts at conservancy. Trade is brisk. It is mostly in the hands of Mahājans and Khattris. The chief articles of export to British India are grain, *ghī* from the hills and Pūnch, and minor forest products from Kotli, Pūnch, and Rājauri; the chief imports are salt, cloth, tea, and sugar.

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Pūnch.—Principal place in the *jāgr* of the same name, Kashmir State, situated in $33^{\circ} 45' N.$ and $74^{\circ} 9' E.$, at an elevation of 3,300 feet above sea-level. It lies on sloping ground above the right bank of the Tāwi. Population (1901), 8,215. The town is oblong in shape, and is unwallled, with narrow streets. There are about 750 houses, generally single-storeyed with flat mud roofs. The fort, in which the Rājā resides, stands on a mound about 300 yards from the south-west corner of the town. Pūnch is well supplied with water brought by channels from the neighbouring streams. The climate is hot in the summer, and the rice-fields in the neighbourhood are probably one of the causes of the prevalence of fever. During the five hot months it is the custom to migrate to the hills to the summer camping-ground known as Dhoks. There is a flourishing market and a large trade is done in grain and *ghī*, in spite of the fact that there are no roads in the *jāgr* fit for cart traffic. A good six-foot road for pack transport has nearly been completed from the town to Uri on the Jhelum, and there is a project for a road to Rāwalpindi, with a suspension bridge over the Jhelum at Lachman Pātan. Other important tracks lead to Gulmarg and Tosh Maidān in Kashmir, and to Jhelum. The ancient name was Parnotsa, and the place is often mentioned in the chronicles. The Kashmiris always speak of Pūnch as Prunts.

Situation.

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Srinagar.—Capital of Kashmir State, situated in $34^{\circ} 5' N.$ and $74^{\circ} 50' E.$, at an elevation of 5,250 feet above sea-level. The city lies along the banks of the Jhelum, with a length of about 3 miles and an average breadth of $1\frac{1}{2}$ miles on either side of the river. Originally houses were confined to the right bank of the river, and the site possesses many advantages, strategical and economic. It is not known when the extension on the left bank took place, but the royal residence was transferred to it in the reign of Ananta, 1028-63. Modern Srinagar, on the right bank, occupies the same position as the ancient city of king Pravarasena II, who ruled at some period of the sixth century. Kalhana, in his famous chronicle, says that the

partitioned the districts among Governors, who were given the position of paid Governors under the Maharaja after their severance from Chitral in 1895. 175

Nevertheless, Maharaja Ranbir Singh was essentially a man of peace and devoted himself to the carrying out of administrative reforms. Administration was re-organized by the constitution of regular departments. Petition boxes were set up. Many imposts were abolished. The marriage tax was abolished; the tax on shawl manufacturers was reduced. Steps were taken to put down infanticide and kidnapping. Crime and drunkenness were put down with a stern hand. The Maharaja supervised the drilling of soldiers. A large number of schools was opened. A telegraph system and a postal system were established. Attempts were made to introduce a system of revenue assessment. The Maharaja started the cultivation of vines at several places. He placed the industry of sericulture on a firm footing. On the whole, trade increased. But the shawl trade received a very serious set-back after the Franco-German war of 1870. Prior to this, fine shawls made in Kashmir and known as Cashmeres were the fashion in aristocratic societies in Europe and were exported in large numbers to the Continent. 175 439 ●

The following extract from the Administration Report of the Punjab for 1864-65 will be read with interest:--
"The reduction of customs effected by His Highness last year has led to a considerable increase in the trade with the adjacent districts in the British territory. The trade with Sialkote is reported to have increased in value from Rs. 1,35,000 to Rs. 1,71,000 per annum, that with Jullundur and Hoshiarpore to have more than doubled. Chiefly in regard to the items of saccharine produce and native cloth, in Gujrat there is said to have been a general increase in the trade with Kashmir. The export of silk from Jhelum is stated to exhibit a similar increase and the value of shawl, wools and saffron imported to the Kangra district, an increase of Rs 9,000." In 1867, His Highness decided to apply the rate of 5 per cent. charged for goods in transit from the Punjab to Yarkand to all imports from Central Asia to India, of which the bond was not broken in the State territories. In 1870, a trade treaty was concluded with the British Indian Government. Under its terms, His Highness the Maharaja undertook

175 to forgo all duty on the trade between Central Asia and
439 British India, in return for the same concession made by
the Indian Government for goods imported into the State
through British India.

175 Maharaja Ranbir Singh was a great patron of
letters and art. He encouraged research and gathered a
good library of Sanskrit and Persian manuscripts.

In 1872, there occurred a fierce clash between the
Shia and Sunni Muslims in Kashmir. The disturbances
were put down and the Maharaja gave Rs. 3 lakhs to the
Shias for relief. The great famine of 1877 followed,
when owing to excessive rains, much of the harvest was
washed away. The misery of the people became unbear-
able: whole villages were in ruins; fields were deserted
and trade became extinct. The calamity marked the end
of the old system. During the last five years of Maharaja
Ranbir Singh's reign, the assessment of revenue was
revised, and the cart road connecting Rawalpindi with
Srinagar was commenced.

[692] In 1872, a mixed court of British and State officials
648 was set up for the decision of civil suits between European
British subjects and their servants on the one hand and
175 the subjects of His Highness the Maharaja on the other.
Political relations between the State and British India
were conducted through the Punjab Government up to
1877, when the Officer on Special Duty was placed
directly under the Government of India. In the Afghan
War of 1878-80, the Maharaja sent a contingent of troops
and artillery to assist the British Government.

175 **Maharaja Pratap Singh (1885-1925).**—Maharaja
648 Ranbir Singhji died in 1885 and was succeeded by his
643 eldest son, Maharaja Pratap Singhji. After the new
Maharaja's accession, a British Resident was appointed in
place of the Officer on Special Duty. The mixed court
appointed in 1872 was abolished, and the Resident and
his assistants were invested with powers to dispose of civil
suits in which both parties were British subjects, or the
defendant was a British subject or an Indian subject of His
Majesty. A Council was constituted for the administration
of the State with Raja Sir Amar Singh, the Maharaja's
younger brother, and two selected officers from the
Government of India as members. Raja Sir Amar Singh
played a very large part in the administration till his death
in 1907. He was keenly interested in the development of

439 23. *Expansion of Trade.*—The following table shows the total trade of the State during the various years of the decade :—

Year	Quantity in mowah			Value in Rupees		
	Imports	Exports	Total	Imports	Exports	Total
1927	1,000,000	2,000,000	3,000,000	10,000,000	17,000,000	27,000,000
1928	1,100,000	2,100,000	3,200,000	11,000,000	18,000,000	29,000,000
1929	1,200,000	2,200,000	3,400,000	12,000,000	19,000,000	31,000,000
1930	1,300,000	2,300,000	3,600,000	13,000,000	20,000,000	33,000,000
1931	1,400,000	2,400,000	3,800,000	14,000,000	21,000,000	35,000,000
1932-33	1,500,000	2,500,000	4,000,000	15,000,000	22,000,000	37,000,000
1933-34	1,600,000	2,600,000	4,200,000	16,000,000	23,000,000	39,000,000
1934-35	1,700,000	2,700,000	4,400,000	17,000,000	24,000,000	41,000,000
1935-36	1,800,000	2,800,000	4,600,000	18,000,000	25,000,000	43,000,000
1936-37	1,900,000	2,900,000	4,800,000	19,000,000	26,000,000	45,000,000

From a perusal of the above figures it transpires that both the imports and the exports have during the decade increased in bulk—imports having gone up by 25 per cent. and exports by 34 per cent. although the value in rupees has remained the same.

The disparity between the figures of quantity and value is due to the fluctuations in the prices of commodities but the general tendency towards increase in trade is quite pronounced which is a fair index of the increasing prosperity of the State. The chief articles of import into Jammu and Kashmir Provinces are Salt, Sugar, Liquors, Cotton goods, Tea, Grains, Metals, Seeds, Tobacco, and Small white amongst the export articles, Live-stock, Drugs and Medicines, Fruits and Vegetables, Grains, Cloth, Seeds, Raw-wool and Common, Hides and Skins, Wood, Wool and Woollens figure prominently.

The following table will show the trade figures of the two provinces as well those for trade between Central Asia and the Punjab which is carried on by three routes via Leh, Naulah ferry in the Kishtwar district of the Punjab and Gilgit :—

	1931			1932		
	Imports	Exports	Total	Imports	Exports	Total
1. Jammu Province	1,100,000	1,500,000	2,600,000	1,200,000	1,600,000	2,800,000
2. Kashmir	800,000	1,200,000	2,000,000	900,000	1,300,000	2,200,000
3. Central Asia trade with Punjab	4,000,000	4,000,000	8,000,000	4,000,000	4,000,000	8,000,000

The all round growth in both the export and import trade of the State is due to the improved means of communications which have opened up the country. The opening of the Hindustan Cart Road has given a considerable impetus to trade by providing a cheaper all-State route and bringing Jammu, the Capital of the State and other Punjab towns such as Delhi, Lahore and Amritsar much nearer to Kashmir. The prevalence of peace and order ensuring perfect security of life and property, the development of industries and expansion of agricultural production and organisation of forests have, amongst other things all combined to produce these results. The trade in

MINERAL WEALTH

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land is growing exceedingly popular since on this system the merchants of the Punjab and the State can compete on entirely equal footing and articles imported in bond are sold within the State almost at the same price for which they sell in the Punjab as under this system the State traders have to pay the customs duty at the British Indian Port and no additional duty is levied at the State Frontiers on these imports as the State, under Treaty terms, automatically receives the credit of duties on all such imports made into the State in bond. As regards articles imported from any place in British India into the State, a State customs duty has to be paid which increases the price of the articles for the consumers in the State. The idea of the growth of bonded imports during the decade can be gathered from a survey of the following comparative figures which show an increase of 150 per cent. in the decade.

	Imports in Bond.	
	1905.	1910.
Jammu Province ..	1,775,510 Rupees.	4,700,000 Rupees.
Kashmir ..	2,661,000 ..	3,118,000 ..
Total ..	4,436,510 Rupees.	11,818,000 Rupees.

As regards Central Asian Trade the value of which is given above for the purpose of comparison it will be observed that the trade has experienced considerable fall both on the export as well as the import side since the year 1911. The causes of this depression are to be found in the propaganda of the Soviet Government to increase their own trade in Central Asia by causing the British Indian imports through a process of systematic underbidding of their goods and consequently depriving the British Indian goods from competing on favourable terms. The Inspector General of Customs and Excise thinks that unless the propaganda against imports from British India is counteracted there is hardly any chance for the import trade to show any appreciable improvement.

M. Mineral Wealth.—The State possesses extensive Mineral Wealth the scientific development of which will besides meeting the pressing need of augmenting the financial resources of the State materially solve the problem of economic depression and unemployment. The Mineral Survey Department has succeeded in locating a large number of minerals a list of which is given below:—

Fuels—(1) Coal, (2) Lignite, (3) Possibility of Petroleum.

Metalliferous Minerals—(1) Bauxite, (2) Iron ore, (3) Copper ore, (4) Lead (Silver ore), (5) Zinc, (6) Nickel ore, (7) Manganese, (8) Gold, (9) Arsenic, (10) Chromite.

Non-Metalliferous Minerals—(1) Ocher, (2) Gypsum, (3) Graphite, (4) Kaolin, (5) Bentonite, (6) Fuller earth, (7) Marble, (8) Slate, (9) Selenite, (10) Serpentine, (11) Barytes.

Prevalent and Semi-precious Stones—(1) Carrandun (Jaspine and ruby), (2) Beryl and Aquamarine, (3) Tourmaline.

Besides these are other minerals which are suitable as chemical fertilisers (Gypsum and Sulphate), for glass manufacture, for making refractories and for other chemical industries.

It will be interesting to note that the above Mineral Wealth has been located in 1/17th part of the Jhelum Territory which has only been surveyed so far and we have it for the imagination of the reader to fill up the picture when the entire territories have been surveyed.

161 figures whereof are given in the margin by districts. When we keep in mind
241 the fact that out of a total area of 84,471 square miles only about 5 per cent
is cultivable and 4 per cent net cultivated the hollowness of the calculation
on the basis of spatial density is at once brought to light.

The table shows that density on net cultivated area is highest in the Frontier Districts being 1,612, it is 1,255 in the Kashmir Province and 1,021 in the Jammu Province which reveals not a very hopeful state of affairs showing as it does sufficient congestion on cultivation. If agriculture is to form the principal source of livelihood of the State population it would appear that the pressure on the resources is already exerting itself in most of the districts and it is almost overstepping the limits so far as the Frontier Districts are concerned. Even in these figures different kinds of errors enter into calculation and vitiate the inter-district comparisons. Since it is ultimately the quantity of food produced on a cultivated acre and not the bare area which is to support the population, the fertility of the soil, rainfall, irrigation are also factors which have naturally to be considered. For example the density of 897 in Mirpur district where soil is not so rich and rainfall is deficient and irrigation negligible might present a greater pressure than a density of 1,704 for Srinagar district which has a richer soil and better irrigation. For want of upto date and reliable quantitative figures of agricultural production (in tons or maunds) for the different districts or for the whole State we are not in a position to say whether our food-supply is keeping pace with the increase of population or what further population it can support; but from the statistics obtained from other sources we find that far from being self-sufficient in the matter of food-supply the State has during the past ten years been all along importing food-grains to meet the shortage of local supply. The following table prepared from the trade statistics of the State during the past decade gives us a fair insight into this problem. It will be seen that save for the year 1981 when the exports of food-grains considerably exceeded the imports for which the removal of embargo on the export of rice from Kashmir is chiefly responsible, the normal conditions have always required the supplementing of the local production in the Jammu Province by imported food-grains as is evidenced by the higher figures of import as compared to export. The largest quantity imported was 639,400 maunds in 1978 when on account of prevalence of famine in the Jammu Province and exemption from import duty granted by Government the imports flooded the State markets to make up for the local deficiency.

439 STATEMENT SHOWING QUANTITY OF GRAIN IMPORTED INTO AND EXPORTED FROM THE JAMMU AND KASHMIR STATE FROM SAMBAT 1978 TO 1986-87.

Name of year	JAMMU PROVINCE		KASHMIR PROVINCE		ENTIRE STATE	
	Quantity in Maunds		Quantity in Maunds		Quantity in Maunds	
	Import	Export	Import	Export	Import	Export
1978	289,285	1,200	20,844	27,226	609,400	28,426
1979	269,260	18,100	20,807	12,340	281,060	27,440
1980	191,000	75,700	12,807	34,470	203,800	109,200
1981	145,000	200,200	14,220	207,517	159,220	507,210
1982	102,000	40,707	11,804	100,747	204,000	243,474
1983	261,777	40,000	21,001	104,004	282,778	144,000
1984-85	262,200	00,004	20,777	0,001	279,000	100,000
1985-86	201,001	142,000	10,000	1,000	200,004	143,004
1986-87	200,700	120,000	20,000	20,000	200,700	140,000
Total	2,201,200	170,000	100,000	701,000	2,300,000	1,200,000
Average	201,000	10,000	10,000	70,000	200,000	120,000

* [Errata: read "congestion" of errata sheet, p. 329, category 116 -- Analyst]

CHECKS

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Taking the average of the nine years for which the trade figures have been tabulated our average annual import of grains amount to 285,454 maunds while exports come to 170,049 maunds which yields a net excess of 115,405 maunds imported grain, and naturally proves that we are not self-sufficient in the matter of food-supply.

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Again a study of the provincial figures shows that it is the Jammu Province which is not self-supporting and stands in need of supplementing its food requirements by import while the Kashmir Province is so far quite self-supporting except of course, in the years of scarcity and famine. In normal years the province produces enough and to spare provided there is no embargo laid on export by the Government in the interest of keeping sufficient reserves within the country for future years. The average of the last nine years yields annual imports amounting to 21,263 maunds and exports amounting to 83,505 which gives an excess of about 300 per cent. exports over the imports for the Kashmir Province.

There is no gain-saying the fact that with the expansion of irrigation and improvement of agricultural methods considerable increase in food-supply can be effected for some time but since the cultivable area is very small the tendency to diminishing returns from agriculture must set in probably after a few decades especially when the fragmentation of holdings and deficiency of level stretches of area in the Outer Hills, the Indus Valley and larger portions of the Sub-Montane Divisions constitute serious handicaps to the application of Western methods of agriculture here.

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Considering, however, the rate of growth of population which on the average comes to about 9 per cent. the situation is not in the least alarming as the numbers at this rate can only double themselves in 110 years and it is believed that with the increase in the area brought under cultivation, advance in the extension of irrigation, use of fertilizers and scientific methods of cultivation the production should be able to keep pace with the increase of population and consequently the tendency to over-population is not an immediate terror although it should at the same time be borne in mind that the increasing numbers will only be able to drag an existence at a low standard of life unless a substantial improvement takes place in the national income per head through the progressive industrialization of the country. If necessary relief is not extended to agriculture by release of pressure from land and its diversion into fruitful channels of trade, industries and other occupations the over-population would in the next few decades stand before us as a stubborn fact and Nature will be compelled to interfere and effect adjustment through positive checks if we do not ourselves have recourse to the preventive checks.

54. Checks.—In this connection our account will not be complete unless we briefly take notice of checks which control the growth of population in the State. The checks are of two kinds (1) Positive and (2) Preventive.

1. Positive.—The positive checks are those which cut down numbers already brought into existence such as :—

- (a) Starvation.
- (b) Disease.
- (c) War.
- (d) Misery in all its forms.

2. Preventive.—The preventive checks prevent numbers from being brought into the world :—

- (a) Infanticide.
- (b) Postponement of marriage.

DISTRIBUTION OF TOWNS BY NATURAL AND ADMINISTRATIVE DIVISIONS 79

been deposed from its urban pedestal by the action of the Chenab river and the latter having been denied the privilege of being classed as a town by the Political Agent, Gilgit. Zanimar which was treated as a separate town in 1921 has also lost its separate position by having been amalgamated with Srinagar City. The net increase in the number of towns thus comes to two only.

65. Distribution of Towns by Natural and Administrative Divisions.—Imperial Table V gives the number of towns in each administrative division. The number found in each natural division is given in the margin. The Jhelum Valley Division comprising as it does the Happy Vale of Kashmir with its fertile soil and bracing climate naturally takes the lead. The mountainous country of the Jammu Province comes off second best as the gregarious instincts of man cannot flourish on hills and ravines with scant vegetation and scattered cultivation. The Indus Valley segregated by mountain barriers which in their pride kiss the sky afford the least scope for urbanisation and is relegated to the rear.

I. Sub-montane and Semi-montaneous ..	10
II. Outer Hills ..	10
III. Jhelum Valley ..	15
IV. Indus ..	4

With the reader's indulgence we shall go a little into detail about the characteristics of these towns in these divisions.

Towns in the sub-montane and semi-mountainous tract are market places for the surrounding country. Leaving aside the city of Jammu for a later consideration, the town of Akhnour occupies a commanding position on the river Chenab at a place where the river debouches into the plains and becomes navigable. The town exports *Ghee* (clarified butter) *Banafshe* (*Viola odorata*) and *Anardana* (Pomegranate Seed) to British India and other parts of Jammu and supplies the adjoining villages with salt, oil and other articles which the soil cannot yield and have to be imported by the farmer. Timber is available in a large quantity and an industry for building materials and furniture has bright prospects of success. The town was visited by famine in 1978 and by plague in 1979 which exacted a toll of nearly a hundred human lives. Samba, Sri Ranbirsinghpura, Kathua, Parol, Bhimber and Manawar are other towns of the same type. Samba was once a hill principality. It is noted for its *Khadi* weaving and calico printing. Sri Ranbirsinghpura possesses the advantage of being served by Railway. It was founded by the late lamented Maharaja Ranbir Singh Sahib Bahadur, after whom it is named, but it has not flourished according to royal expectations. The town has indeed little room to expand except on the northern side and there is no industry which can attract population from the villages surrounding it. Kathua exports rice to Pathankote and Gurdaspur in the Punjab and is linked with Jammu by a motorable katcha fair weather road. Mangoes abound in the locality. Parol suffers from lack of good communications which affect its trade balance. It is further the Bengal of the State where malaria rages in an endemic form. Bhimber trades in wheat, rice, hides and a little *Khadi* with Gujrat and Lalamusa in the British territory and with Rampur Rajouri and Kashmir in the State. It is an old historic town. During the Mughal period it was at the summit of its glory as the road from Delhi to Kashmir by which Mughal Emperors travelled lay through it. Manawar is connected with Gujrat in the British territory and with Jammu, Akhnour and Bhimber in the State. It exports wheat, rice, hemp, banana, and a few varieties of fruits like pomegranate. It was visited by drought in 1979 and by the locust swarms in 1986 which foreboded calamity to the agriculturists and which was averted by the prompt and effective measures adopted by the State. Mirpur carries on a thriving trade in wool, hides and *Ghee* with Jhelum, Gujranwala, Lyallpore and Amritsar. *Khadi* is manufactured and sold in mountainous tehsils of Kotli, Rampur Rajouri and Poonch. The linking of the town with the British territory by a motorable road and the opening of the interior of the surrounding country by good roads are necessary for the maintenance and increase of its commercial prosperity. In 1978 it was visited by a famine and in 1981 by plague which carried away about 200 human lives. A Notified Area Committee has been formed in the town to look to its sanitary needs.

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● *Towns in the Outer Hills.*—These do not differ in any remarkable detail from those in the sub-montane tract. Basohli, a very old town, has trade relations with Amritsar in the Punjab where it exports *Ghee* (clarified butter); wool and hides. It was once a great wool producing and manufacturing town but the industry received a serious set-back from several causes, notably the high customs duty charged on the production by the then Raja of the place and the decreased demand from France which was its best customer for shawls. The industry is now extinct and a decay has set in the economic conditions of the place. In Kotli the occupation of the people is agriculture, trade and money-lending. The place suffered from a severe drought in 1978 and in 1979 it was visited by cholera. Udhampur is better off and has grown steadily due to the opening of the Banihal Cart Road. It carries on trade with Lahore, Amritsar, and other markets of the Punjab and the State. The main articles of trade are *Ghee* (clarified butter) *Anardana* (Pomegranate Seed), *Guochis* (Morels), *Bunafsha* (Viola odorata) and resin. The town also possesses two furniture factories. It has also been granted a Notified Area Committee during the decade under review. Below the town flows the Devika Nullah regarded as sacred by the Hindus who assemble there on Baisakhi day to hold a fair and have a bath. Bhadarwah has been described as miniature Kashmir due to the similarity of climate. Its chief product is *Ghee* (clarified butter) which is exported to Lahore, Amritsar and other trading centres. In 1985 the town suffered from an unexpected flood leading to loss of life and property.

Kishtwar exports *Ghee* and saffron and manufactures woollen blankets just sufficient for local requirements. It is situated amongst mountains and the provision by the Government of pipe water for drinking speaks of the Government solicitude for its well being and prosperity. But to enhance its prosperity a motorable road from Kishtwar to Batote is necessary.

Ramnagar once the Jagir of Raja Suchet Singh when it was in a thriving condition as borne out by the testimony of Vigne who visited it in 1839, is no longer a flourishing town. Venereal disease is rampant and provision for potable water badly required. The trade is confined to local requirements and a few woollen blankets which it manufactures are absorbed locally. Reasi is an old historic town and is the birthplace of the late Maharaja Pratap Singh Bahadur of blessed memory. It has trade relations with Jammu and deals in *Ghee* (clarified butter), *Anardana* (Pomegranate Seed) *Guochis* (Morels), rice, wheat, potatoes and *Bunafsha* (Viola odorata). Katra owes its importance to its situation at the foot of the hill leading to Trikuta Bhagwati where thousands of pilgrims flock from far and near in the months of Assuj, Katik and Maghar each year to pay their devotions to the Goddess. The trade during that period of the year is brisk and for the rest of the year it is left to its fate of catering to the needs of the neighbouring Illaqa like towns of its kind. Rampur Rajouri may be dismissed briefly as an old historic town sharing the characteristics of Reasi, the chief article of export being *Ghee* (clarified butter). This brings us to Poonch, the last town in this division. It is the chief town of the Jagir and Head-quarter of the Poonch Administration. The town has attracted some Khatri trading families of Rawalpindi, Jhelum and Sialkot districts and Mahajan families of Mirpur and Kotli tehsils of the State. It is an emporium of trade in *Ghee* (clarified butter), *Anardana* (Pomegranate Seed), *Guochis* (Morels) and *Bunafsha* (Viola odorata) which are generally exported to Gajarkhan, Rawalpindi and also find their way to Lahore, Amritsar and Jhelum. In 1928 the town was visited by a severe famine and the Jagir authorities did their best to alleviate distress.

Towns in the Jhelum Valley.—The towns in this division enjoy better conditions being industrial and accessible to motor traffic. Baramulla is an old historic town where weaving, shawl-dyeing and calico printing are carried on. It was visited by cholera in 1982 and 1985 which decreased the population by about 200 souls. Pattan is famous as emporium for fruit and agricultural produce. The town is electrically lit. Sopore possesses a Notified Area Committee and is noted for manufacture of a special variety of *Pattoes* of square pattern. Chesar Sharif is noted for its *Kangris* and basket work but it is more

TOWNS BY CLASS

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a religious town possessing the tomb of Sheikh Nurdin which is held in veneration by the Kashmiri Muslims. Machh Bhawan is a sacred town of the Hindus where people from different parts of India and the State flock annually to perform *Sharadhas* of their deceased relatives. *Lois* are manufactured and carving work is carried on. Pampur is famous for its crop of saffron. *Pattoo* is also manufactured and sold. In 1985 and 1986 floods inflicted damage on the town but Government aid in the form of Taccavi advance, remission of revenue, grant of timber and Shali at concession rates quickly alleviated distress. Anantnag, Verinag, Dorn and Bijbehara are trading and industrial towns. Willow work, manufacture of *gabbas*, *pattoos* and *namdas* are carried on. Anantnag is also famous for its wood-carving. Verinag and Anantnag possess beautiful springs, the former being the source of the river Jhelum. Shopyan is famous for its fine apples and woollen blankets. Muzaffarabad is an emporium of trade for Karnah, Kishenganga valley and the rest of the neighbouring country. Turbans and blankets are manufactured and exported. Weaving is the chief industry. *Ghee* (clarified butter) and walnuts are exported to Rawalpindi. Uri owes its importance to its situation on the Jhelum Valley Road which has given a great fillip to its trade.

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Towns in the Indus Valley Division.—Gilgit owes its importance to its being the head-quarters of the district. The Political Agent also has his head-quarter here. Ordinary trade in cotton piece-goods, brass utensils, tea, sugar and salt is carried on with Bandipur, Srinagar, Yarkand and Kashgar. Ladakh is inhabited mainly by the polyandrous Buddhists who follow agriculture. Trade is in the hands of Hindus and Muslims. It has commercial relations with Central Asia and serves as an exchange for *Namdas*, *Charas*, silk, woollen carpets from Chinese Turkistan and tea, sugar and cloth to Chinese Turkistan. Skardu, another town in this division, is famous for its apricots and *Zarishat* which form the main articles of export.

66. *Types of Towns.*—The above analysis which might have seemed boring to some and might have called up in others the happy or unhappy reminiscences of school days will be found to be a necessary preliminary to the determination of types of towns in the State. From what has been said above it will be clear that most of the towns in the State are old historical towns or foci for exchange of agrarian produce and have much leeway to make before they can be designated as industrial towns. This is specially the case with the towns in the Jammu Province and Frontier Districts. In the Kashmir Province Pattan, Bijbehara, Verinag, Muzaffarabad and Uri partake of the nature of agricultural and trading towns while the remaining 10 are industrial. Even in industrial towns machinery plays only a limited part in production which is carried on as a cottage industry except at places where the Co-operative Department has organised unions of artisans. The Industries Department has indeed started peripatetic parties for demonstration of upto-date designs and modern scientific appliances to the weavers in the Muffasil.

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67. *Rising & decaying Towns.*—Parol, Basohli and Ramnagar in the Jammu Province seem to possess little prospects of a bright future. The ravages of malaria in Parol, extinction of weaving industry in Basohli and venereal curse in Ramnagar have already been referred to as causes of their anticipated decay.

Katra and Uri are rising towns. The former due to the influx of pilgrims and the latter due to its importance as a halting station on the Jhelum Valley Road bid fair to prosper.

68. *Towns by class.*—Excluding cities from consideration the number of towns in each class with their aggregate population is exhibited in the margin. The only two towns in class IV (10,000 to 20,000) are in the Jhelum Valley Division while towns in class V (5,000 to 10,000) come exclusively from the Jammu Province (2 from the Sub-montane and 1 from the Outer Hills) with the exception of Baramulla which falls in the Jhelum Valley Division. The rest of the lot 31 in number are all below 5,000 falling in class VI. The aggregate population as we rise to each higher

Class	No.	Population.
IV ..	2	31,718
V ..	4	27,485
VI ..	31	60,465

CHAP. XVI.

Jhelum valley
cart-road.

In September, 1890, the road from Baramula to Kohala was opened to cart traffic, and the immediate result was that trade deserted to a certain extent the Banihal and Pir Pánjál routes. But as a trade route the Jhelum valley road has up to the present disappointed expectations. It is frequently closed for months together, owing to heavy landlips, and carriers find that the cost of fodder along the line is a serious obstacle to their business. The heavy expenses entailed by the construction of the Jhelum valley road and its maintenance have prevented the Durbar from keeping the Banihal and Pir Pánjál routes in good order, and it is quite possible that until the Jhelum valley road hardens into a permanent and safe thoroughfare, with bridges capable of carrying heavy carts, its construction will not lead to an appreciable or steady increase of trade. Further, unless the alternative routes are kept in good repair, it is possible that the trade between Kashmir and the Punjab may diminish.

Total trade.

The following table shows the exports from Kashmir to the Panjab, and the imports from the Panjab to Kashmir. The figures are taken from the Panjab trade reports, and as railway communication between Kashmir and the Panjab has been much discussed of late, I have added statistics showing the trade between Ladákh and the Panjab, surmising that if Srinagar is linked with the railway all the trade with Ladákh and Yarkand will pass through Kashmir, or at any rate through Gilgit. The figures given by the Panjab trade reports deal not only with the valley of Kashmir, but include the trade of Jammu territory. It has been calculated that Kashmir proper accounts for half the trade shown in the table, but if one looks to the population of the various divisions of the Kashmir State, it would seem that Kashmir proper is given a larger share than would be justified by census statistics. The population of Jammu territory, according to the census of 1891, amounted to 1,439,543. The population of Kashmir proper amounted to only 814,241. Even if the through trade to Skardu and Gilgit be included, and their population of 127,094 be added, we should then have a population of 941,335, which is still less than half. It is unfortunate that exact figures cannot be given for the Kashmir valley, as distinguished from the rest of the territories of His Highness the Mahárájá of Jammu and Kashmir, but a fairly accurate idea can be formed of the trade of the valley, based partly on the figures shown in the statement and partly on local information obtained in Kashmir.

TRADE.

TABLE L—TOTAL TRADE.

CHAP. XVI

	EXPORTS		IMPORTS		TOTAL	
	Merch.	Value. Rs.	Merch.	Value. Rs.	Merch.	Value. Rs.
1-88.						
Kashmir	Legs. 29,741				Legs. 26,741	
Ladakh	564,474	54,29,130	349,766	32,49,991	1,505,360	32,09,121
	15,913	3,76,321	6,069	3,39,746	21,964	7,13,067
2-88.						
Kashmir	Legs. 44,586				Legs. 44,586	
Ladakh	793,090	51,34,913	333,363	37,77,822	1,145,393	56,12,735
	16,801	4,57,746	7,000	3,46,087	23,801	6,01,823
3-88.						
Kashmir	Legs. 1,300				Legs. 23,090	
Ladakh	5,432,399	52,86,572	208,987	42,68,043	1,245,386	56,54,615
	7,596	2,22,067	3,797	2,24,748	13,393	4,47,813
4-88.						
Kashmir	Legs. 25,172				Legs. 25,172	
Ladakh	1,007,498	69,31,738	478,790	53,70,303	1,486,183	1,22,42,041
	7,742	3,45,380	6,344	3,17,115	14,596	6,62,498
5-88.						
Kashmir	Legs. 20,986				Legs. 20,986	
Ladakh	576,421	51,22,443	485,476	49,57,047	1,423,977	1,30,80,499
	8,417	3,02,824	6,113	3,99,297	14,539	6,02,921
6-88.						
Kashmir	Legs. 9,097				Legs. 9,097	
Ladakh	1,090,057	66,40,831	540,062	56,41,447	1,590,119	1,22,82,508
	8,706	2,48,746	5,945	2,26,683	14,651	4,75,438
7-88.						
Kashmir	Legs. 1,700				Legs. 1,700	
Ladakh	578,089	53,09,543	473,068	56,61,734	1,451,187	1,22,61,976
	7,743	3,41,908	5,820	2,25,211	13,563	6,27,119
8-88.						
Kashmir	Legs. 20,089				Legs. 20,089	
Ladakh	1,289,299	64,09,088	565,314	66,16,145	1,854,613	1,21,21,232
	7,663	3,07,789	4,020	2,22,278	11,673	5,30,107
9-88.						
Kashmir	Legs. 6,684				Legs. 6,684	
Ladakh	1,215,823	53,22,090	498,867	48,62,247	1,717,690	1,02,05,229
	8,998	3,22,413	4,756	2,16,141	13,098	5,38,374

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CHAP. XVI.

— If one looks at the figures of the year 1891-92 it would appear that the opening of the Jhelum valley road had caused a large increase in trade. The value of the imports into Kashmir amounted to Rs. 66,16,145, and of the exports to Rs. 65,05,088, and the total value of the trade was greater than that of any preceding years, exceeding that of 1888-89, the next best year, by Rs. 40,734. But in 1892-93 the trade falls to an import value of Rs. 48,68,247, and an export value of Rs. 53,33,092, giving a total value of Rs. 1,02,01,339. In 1889-90, the year preceding the period covered by the table, the exports to the Panjab amounted to Rs. 52,90,137, and the imports from the Panjab amounted to Rs. 37,25,914, giving a total value of Rs. 90,16,051, so that if the trade of 1892-93 be regarded as normal there has only been an increase of Rs. 11,85,308 in ten years. But there were special causes for a falling off in trade in the year 1892-93. The harvest was bad, owing to the small amount of snow on the mountains; Srinagar was visited by a serious conflagration; and a severe epidemic of cholera paralyzed all trade in the city and the valley.

On the whole the figures given in the table need cause no despondency as to the future of the Kashmir trade. At present the country is in a transition state. Cart traffic on the Jhelum valley road has disturbed the old method of carriage, but owing to the imperfections of the road it has not yet supplanted it. Meanwhile the old method has to a certain extent fallen into abeyance. The cultivators, who were formerly obliged to work as carriers in the cold weather in order to acquire money for the payment of the land revenue, are now able to pay the revenue from the proceeds of agriculture, and they do not go down in the same numbers as in former times to the Panjab. The pony carriers of Kashmir have found a more lucrative field for carriage in the direction of Gilgit, and in 1893 some 10,000 ponies of Kashmir were employed on the Gilgit road. And lastly, owing to the costliness of the Jhelum valley road, it has been impossible to keep the other two routes in order. The outward signs of these changes are the decadence of Islamābād on the Banihal route and of Shupiyon on the Pīr-Pānjāl route, and the sudden growth and prosperity of Arāmūlā on the Jhelum valley route and of Bandipura on the Gilgit road. Just as trade is in a transition state owing to the change in the routes, so it is in a transition state owing to the change in the condition of the people.

I think it may be said that the agricultural classes of Kashmir are more prosperous now than they were in 1889-90. Apart from changes made in the revenue system, all tending to the betterment of the cultivators, there has been a great influx of money into Kashmir, caused by large public works, by transport operations on the Gilgit road, and by the steady increase in the number of visitors to Kashmir, who spend

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433 have a high standard of durability. The supply of hides and skins was large, as the Hindu orthodoxy, of the ruling house prohibited cow-slaughter and so inflated the numbers of cattle. The production of high-grade rag paper was once important, but has declined before the growth of the Indian mill industry. Finally we may note the importance of water-borne traffic: much of the provisioning of the city is done by flat-bottomed boats, 50-60 ft long and drawing 2 ft or so, which can carry up to 30 tons of cargo. The boatmen, particularly those who man the tourist house-boats, have a reputation for supplementing licit earnings by following the world's second oldest trade.

505 Much of the importance of the Vale, and hence of Srinagar, lies in its function as a staging-base on the Himalayan routes. The Sn entries have already been mentioned; to the NW the road to Gilgit and the Oxus lies across the Raj Diangan Pass (11,800 ft) into the Kishen Ganga Valley and then by the Buzil (13,755) into Astor; both these passes not without danger in winter. But the most important trade route, leading either up the Indus into Tibet or across the Karakoram into Sinkiang, is that to the NE by the Zoji La. At 11,578 ft this is the lowest col on the main W Himalayan axis, a pass of the Maloja type with the steep ascent on the S: this is due to the Sind cutting back into the headwaters of the Dras, which lies on the drier side of the mountains and has much farther to go before it reaches 5200 ft, the local base-level of the Sind.

161 If anywhere on earth presents the semblance of the Happy Valley of *Rasselas*, it is the Vale of Kashmir; but however pleasant the prospects, the human history of the region has been, on the whole, vile. To begin with, it is probably over-populated; density in Anantnag (Srinagar) Dt is 303 (and of course far higher in relation to cultivated area), and it is significant that sugar and grain come next to cotton goods in the Kashmiri import list. Beyond this it is hardly an exaggeration to say that the whole history of Kashmir for the last few centuries has been one of misgovernment and oppression, often deliberate, of the peasantry for the benefit of narrow Court cliques; nor was this tradition dead in this century. At this point it is probably appropriate to discuss the present Indo-Pakistani conflict.

THE KASHMIR DISPUTE

631 'The trouble in Kashmir' stems finally from the simple fact that a population 77% Muslim was ruled by a family of the strictest Hindu orthodoxy, descendants of a particularly able and ruthless *condottiere* under the Sikhs, Gulab Singh of Jammu, who 'mediated' between British and Sikhs to his own profit. It is safe to say that at no time in the century's existence of the state have relations between the dominant Dogra Rajputs of Jammu and the Muslim majority been other than those of exploiters and exploited, to such an extent that until quite recently agricultural progress was still

132 Baltistan, the country between the Nn Shigar and the Nubra, is slightly
 136 more favoured than Ladakh, with c. 6 ins. precipitation and more glaciers;
 but it is still very harsh. The valleys at 8000-10,000 ft have a few patches
 of pine and deodar on the slopes, willow and poplar along the streams.
 241 Agriculture depends on the snow, which lies from mid-December to mid-
 March; in winter many villages are reached by the sun for barely an hour or
 two a day, but in summer the heat in the narrow rock-walled valleys—
 especially around Skardu—is intense. The usual crops, with ordinary and
 naked barley prominent, are grown, a spring and an autumn crop where
 water is sufficient. Lucerne, carefully tended, is important, but except for
 intensive manuring of the sandy soils farming is extremely primitive, and
 rotations unknown. The hot summer enables a wide variety of fruits—
 peaches, melons, grapes, above all apricots—and even a little tobacco to be
 grown. But the absence of the demographically restrictive social institu-
 tions of Ladakh keeps the Baltis miserably poor. Here and there washing
 (316) for alluvial gold ekes out incomes a little, or at least enables revenue
 demands to be met.

241 To the E conditions get progressively worse. Around Pangong there are
 361 a few fields of barley and peas on the fans at 14,000 ft or a little more; at
 Tankse "the few houses that constitute the village seem to hide behind a
 little grove of willow trees planted on one side of a stream, as if these trees
 were the greatest treasure of a place that wished to put up a brave front, a
 green and damp façade, to the hostile dry world before it". But on the
 136 plateaus NE of Pangong even pastoralism is difficult. The Chang-chenmo
 Valley has some vegetation: tamarisks on the floodplain, *burtse* on the slopes,
 and just below the snow-line some flowering plants and patches of grass,
 shared by tame yaks and wild asses. Here and there hot springs "water the
 (133) gravelly plains into producing a little green grass . . . so precious that each
 patch has a name." ⁴⁴

● 439 Yet this most negative of regions has its place in human history. The old
 trade to Yarkand and Kashgar is dead or dying, but at the hands of man
 himself: politics in Sinkiang and Kashmir are responsible for its decay, not
 the desolate leagues of rock and ice nor the murderous winds of the Kara-
 koram. The passes are open for only five or six months of the twelve; but
 over them, carried on yaks or even sheep, travelled jade, hemp, and silk
 from China; from India goods from the bazaars of Srinagar and Amritsar,
 788 sugar and salt; borax from the dead lakes of Rupshu. Goods of less bulk,
 but to many of highest value, also traversed this, one of the strangest
 pilgrim routes of the world. Chinese disciples of the Enlightened One, seek-
 ing the shrines of Peshawar and Sarnath and Buddh Gaya or the libraries of
 Taxila, fought their bitter way over these savage gables of the world; and
 here too came Christian men, perhaps fleeing from the tide of Islam, per-

⁴⁴ Hutchinson, *op. cit.*, 106-07, 118-19. For the facts of the next paragraph, *ibid.*, 108-11.